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BULLETIN OF THE
U.S. DEPARTMENT OF AGRICULTURE.

No. 237

Contribution from the Office of Markets and Rural Organization,
Charles J. Brand, Chief.
April 20, 1915.

RECEIVED

STRAWBERRY SUPPLY AND DISTRIBUTION IN 1914.[1]

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SCOPE OF THE INVESTIGATION.

Early in the spring of 1914 inquiries were addressed by the Office of Markets and Rural Organization to station agents at all points listed in the trade papers as shipping strawberries in full carloads, and to every cooperative association handling the crop, of which the department had any knowledge, asking for a record of the car-lot shipments for 1913 and an estimate of the shipments to be made in 1914. At the same time an effort was undertaken to build up a correspondents' list of persons directly interested in the commercial strawberry crop from whom reliable information on every phase of strawberry marketing could be obtained. As soon as the shipping season of 1914 was ended the inquiry was renewed and has been followed up, until this office now has definite reports on the shipments during 1914 from 466 shipping stations at which strawberries originate in car lots and a statement from the transportation or shipping agencies as to the number of carloads shipped from each.

It is the primary purpose of this bulletin to present these data for the information of the shipper, the distributor, and the consuming public, and to invite the closest scrutiny and criticism of the figures presented.

The completion of a survey of this character is found to present many difficulties, and it is fully realized that it can be perfected only as it is subjected to the criticism of the trade. Freely admitting that this compilation and the map showing graphically its most salient features can be neither absolutely complete as to shipping points nor entirely accurate as to quantity of berries moved, it is presented with confidence that it is the most comprehensive survey of the commercial strawberry crop that has ever been made, and it is believed

[1] About 95 per cent of the reports of shipments listed in this publication were furnished by railroad officials, to whom grateful acknowledgment is made for their courtesy and assistance.

Note.—This bulletin is of general interest to strawberry growers, shippers, dealers, transportation companies, and consumers, and to all engaged in the trade in berries and fruits.

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therefore that it will be found immediately useful to the trade. It also should serve as a basis for valuable work in the future.

Coincident with the publication of this survey and map, the Office of Markets and Rural Organization is attempting to inaugurate a limited telegraphic market news service for the strawberry crop. The office expects to secure reports by telegraph from all important car-lot producing sections, giving the number of cars shipped daily during the period of important movement, together with their destination. The attempt will be made to keep this information up to date by securing the diversions as they are ordered, so that at any time the actual number of cars moving toward any one market can be readily ascertained. Acting as a clearing house for this information, this office will be able to keep competing producing areas and all consuming centers advised concerning the total car-lot shipments.

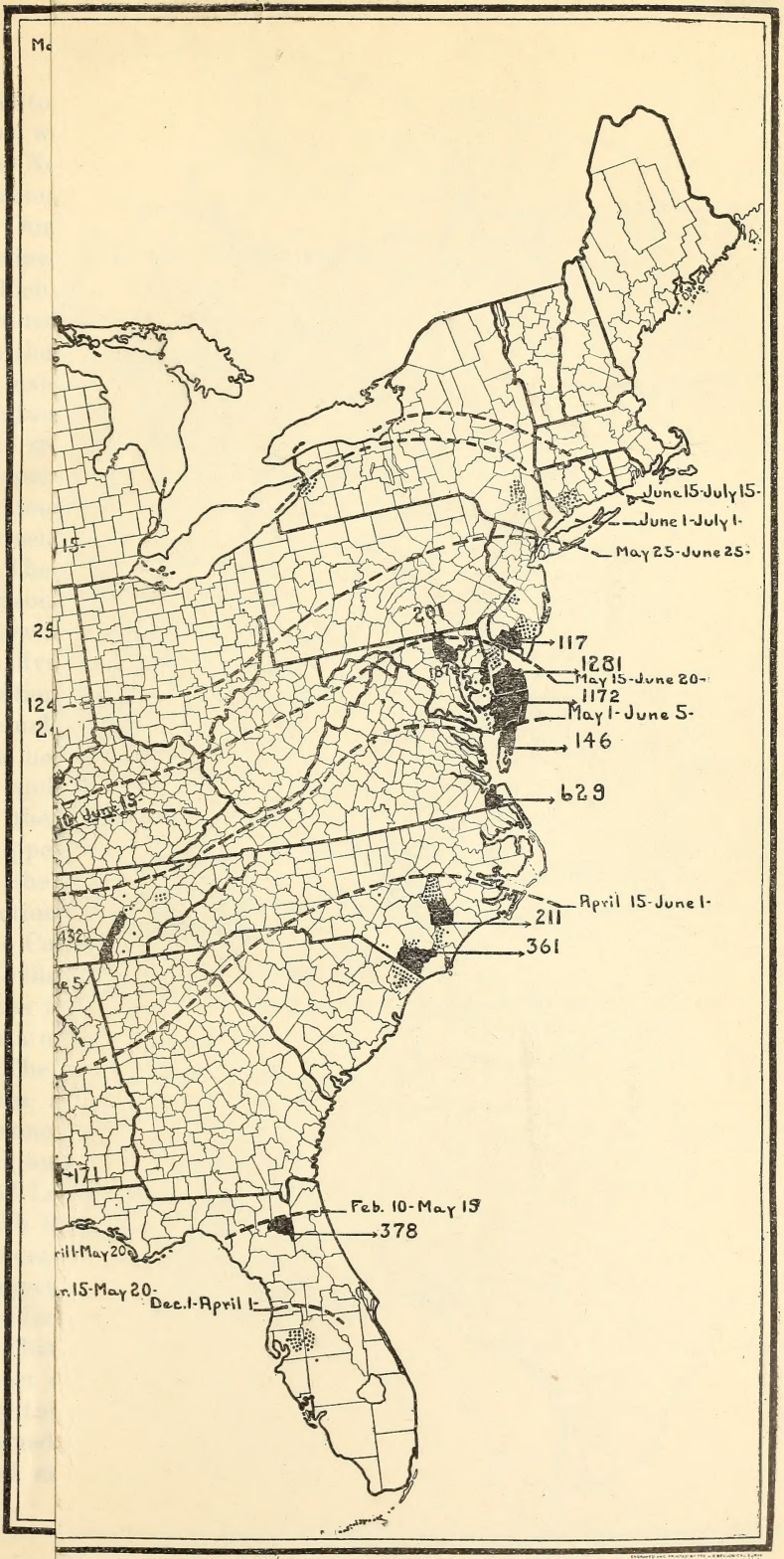
Supplementing this service on shipments, there will be daily telegrams from all the principal markets giving arrivals and prices. Arrangements have been made to secure these reports from the persons in each market most deeply interested in the strawberry deal. A summary of this market information will be telegraphed daily, collect, to every shipping association desiring the information. The complete success of this service, especially as it is extended to other crops, will depend very largely upon the continued cooperation and assistance of the transportation companies.

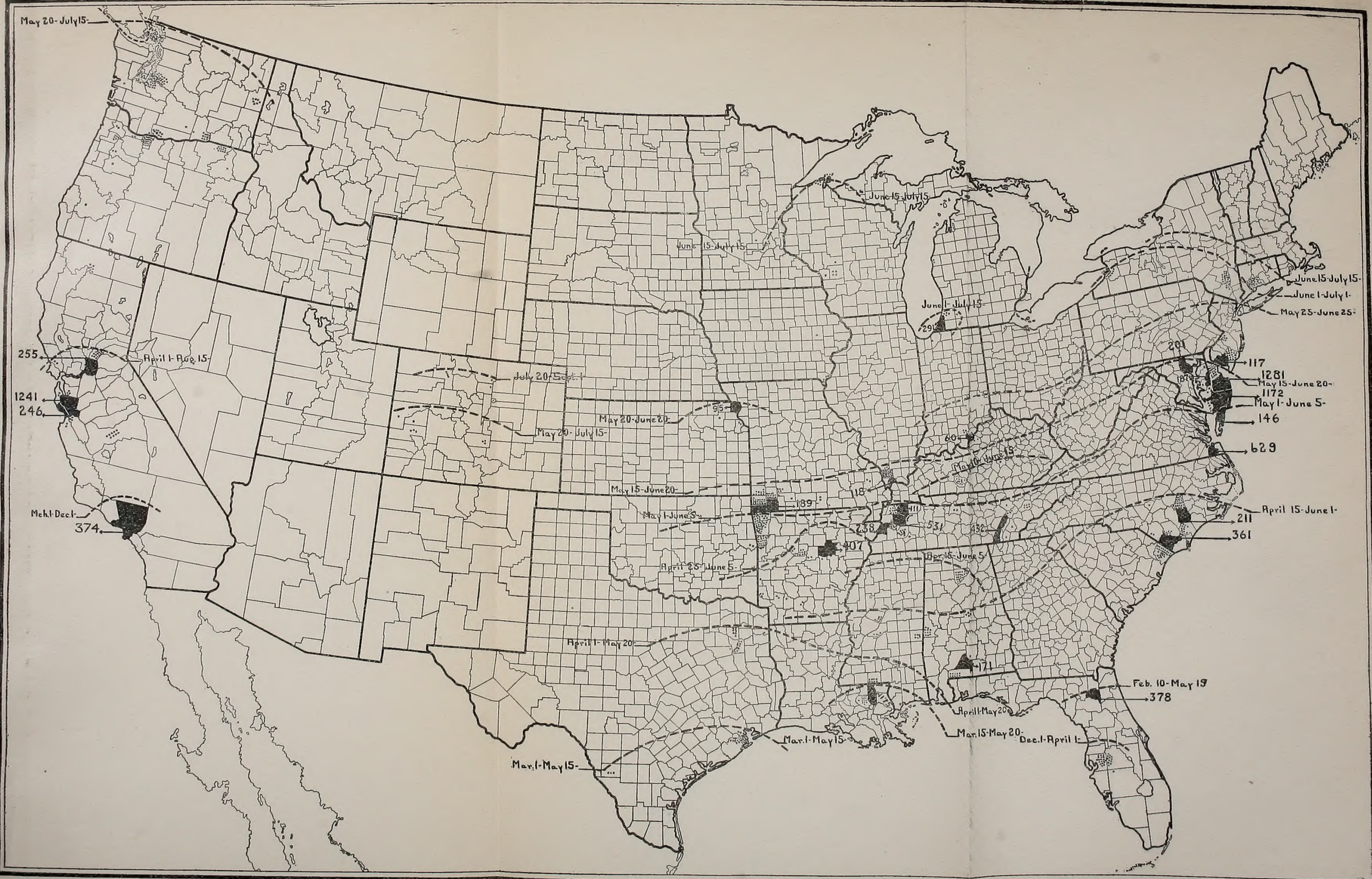
STRAWBERRY SHIPMENTS DURING 1914.

The tabulated statement which follows shows the strawberry-shipping stations and the actual number of cars shipped from each during the 1914 season. It must be kept in mind that these data cover only the 1914 shipments and that seasonal variation is so great that in some cases these figures may be far in excess or much below the usual shipments.

In some cases certain stations are credited in the tabulation with less than car-lot shipments. This is explained by the fact that these stations normally ship in full carloads, but owing to a short crop or other abnormal conditions in 1914 they did not ship their customary quantities. These figures are grouped by States and by shipping districts. Counties are ignored in the tabulation, since county lines are without significance in a survey of this kind, which is not based on census data.

In the region bordering on Chesapeake Bay, Lake Michigan, the Hudson River, San Francisco Bay, and Puget Sound shipments by boat are of considerable importance. Some difficulty has been experienced in obtaining accurate reports for these shipments. It is believed, however, that the figures for this class of shipments are fairly complete. In all such cases the quantity reported as shipped by boat has been reduced to equivalent carloads; for instance,


June 15-July 15-
June 1-July 1-
May 25-June 25-
117
1281
May 15-June 20-
1172
May 1-June 5-
146
629
April 15-June 1-
211
361
Feb. 10-May 15
378
Dec. 1-April 1-



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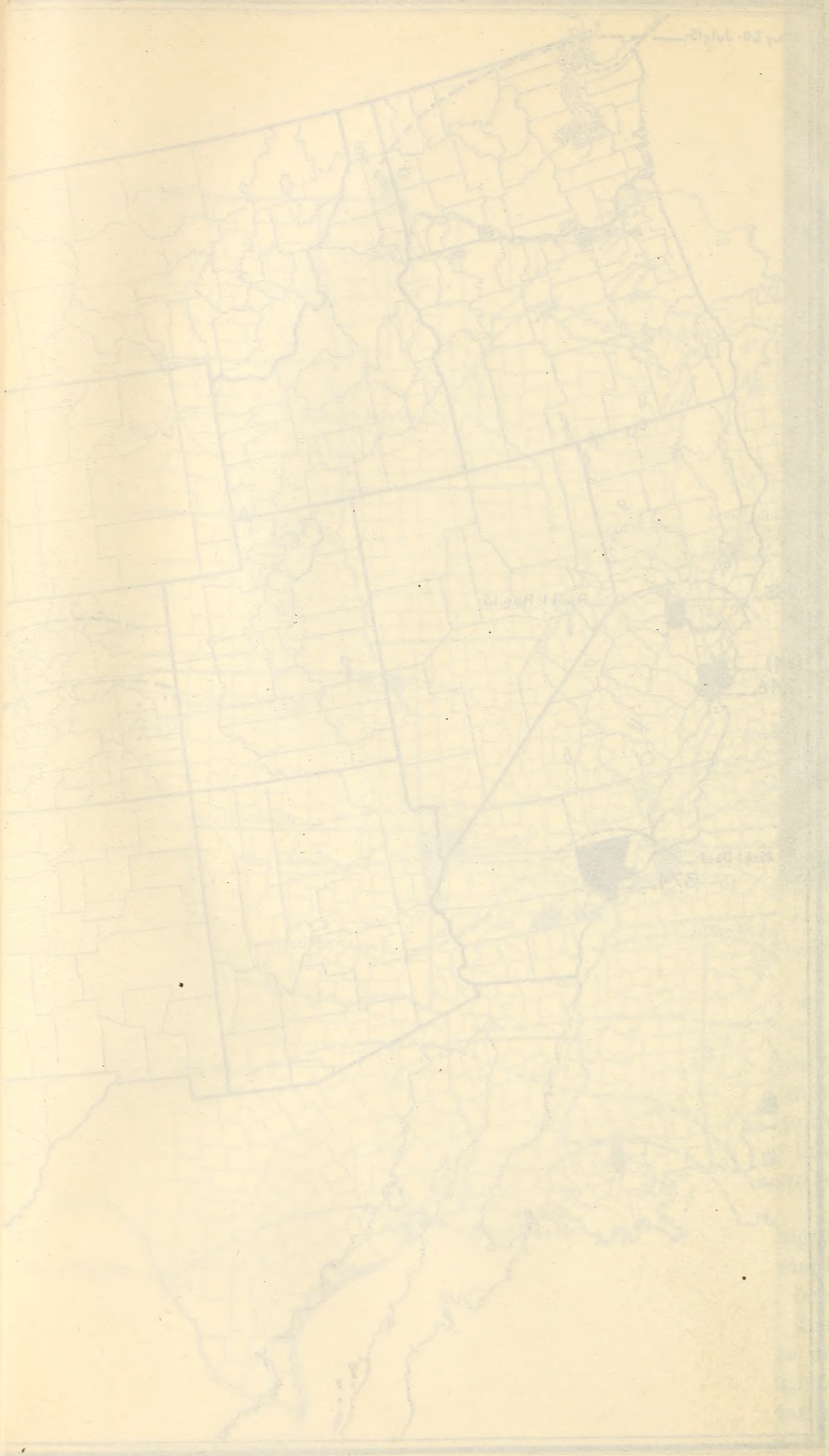
Map showing actual strawberry shipments during the season of 1914



Benton Harbor to St. Joseph, Mich., reported 225,000 cases by boat, and this was tabulated as an equivalent of 225 carloads. The figures for the Norfolk region were obtained mainly from the various selling associations, and it is believed that they include the shipments by boat.

Our designation of the various shipping districts is arbitrary, but is believed to follow in general the custom of the trade. The point at which the largest shipments originate, or the point at which the industry first attained commercial importance, usually gives its name to the entire shipping district which later grows up around it. This is exemplified by the Independence district in Louisiana and the Judsonia district in Arkansas. These are the names best known to the trade in the markets where the bulk of these berries are handled. Experience with the proposed news service may enable a better system of designation for points of origin to be developed, but for the present the usages of the trade will be followed.

The accompanying map indicates the actual shipments in the season of 1914. Each dot represents five cars, except in counties showing only one dot, in which cases the dot may represent from one to five cars. These dots are grouped in the county in which the station is located, although it is well known that production does not actually follow the county lines. In cases where the shipments were too heavy to be represented by dots, the counties have been blacked in and the actual number of cars shipped given in figures. The size of the blackened area is not directly in proportion to the quantity shipped, as the tabulation plainly shows. This is noticeably apparent in the case of California. Thus, from the Santa Clara-Santa Cruz section approximately 1,500 cars were shipped in 1914, while from the Castleberry section but 177 cars were shipped; yet on the map the blackened areas appear equal. This apparent discrepancy arises from the necessity of treating the county as the unit when presenting data on an outline map.

The dates within which the various areas ship are shown by curved lines, all of the areas shipping at a given period being grouped into a zone under the line representing that period. Regular commercial shipments, other than from Florida, commence in March in Texas and Louisiana, gradually moving north until the season ends in July with the berries from northern Wisconsin. This statement excludes Colorado and California, where the shipping season is greatly prolonged. The map thus shows at a glance from what sections each producing area may expect the keenest competition.

This same information is illustrated in a different manner by the chart on page 5. In this chart the length of each figure from left to right shows the season in which car-lot shipments move from the district named. The areas represent graphically the number of cars shipped and are based on the figures opposite in the right-hand column.

The districts are arranged from the top to the bottom of the page according to the opening dates of the shipping seasons. By glancing down the column for each month one can see not only which districts have overlapping shipping seasons, but also the relative amounts being shipped from each district.

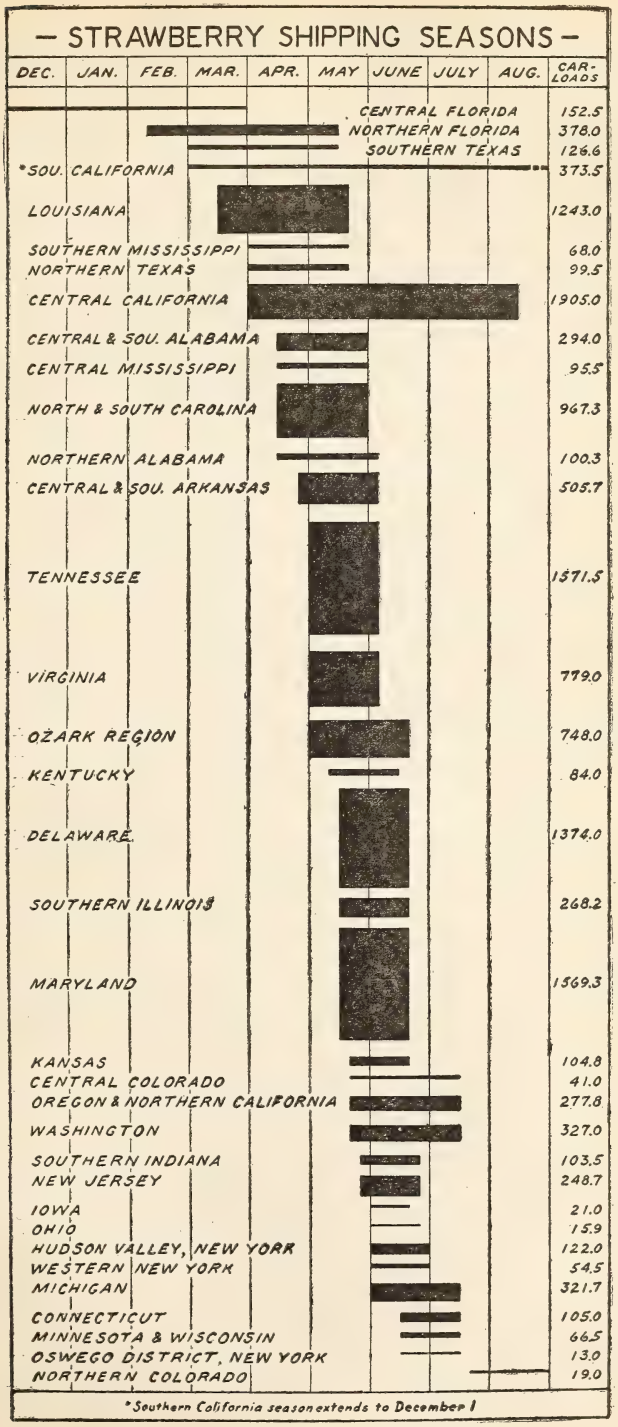
In drawing up this chart it was assumed arbitrarily that the number of cars shipped from one district was the same each week from the beginning to the end of the shipping season. Inasmuch as the shipments gradually increase from the beginning of the season until they reach a maximum at the time the bulk of the crop is moving, then gradually fall off until the end of the season, the diagram might be misleading. However, the chart shows in a general way the overlapping or competing of the different districts and forms the basis for future work of a more accurate nature.

A superficial study of the map and the tabulation might lead to an erroneous conclusion as to the relative magnitude of the strawberry industry in Northern and Southern States. It must be remembered that great quantities of berries are grown in the North in small patches and are shipped to market by trolley, by express, and by less than carload freight, while a great many go directly to the consuming centers in the producers' wagons. Comparatively few of these shipments, however, are concentrated into carloads and shipped over long distances except from the northern districts on the Pacific coast.

The chart indicates that the eight most important commercial strawberry districts in 1914 were as follows, ranked according to carload shipments: Central California, 1,905 cars; Tennessee, 1,571.5 cars; Maryland, 1,569.3 cars; Delaware, 1,374 cars; southern Louisiana, 1,243 cars; North and South Carolina, 967.3 cars; Virginia, 779 cars; Ozark region, 748 cars.

With respect to the northern cities east of the Mississippi River, it may be said in general that when they are depending on northern berries, each is to a large extent supplied by its own territory. The car-lot movement is light, and the marketing problem wholly different from that which confronts the shipper in the Carolinas or south of the Ohio River. This is one reason why the industry in the South has developed to such large proportions within very limited areas.

While no attempt has been made to list stations where no full cars originate, yet at those stations where full cars do originate the less than car-lot shipments have also been ascertained, and have been reduced to equivalent carloads, and are included in the tables here shown. Thus Jefferson County, Ky., usually ships in solid cars, but last season being an off year, no full cars went out, although less than car-lot shipments equivalent to seven cars were forwarded. As this is usually car-lot producing territory, it has been given its proper showing on the map.


— STRAWBERRY SHIPPING SEASONS —
DEC.
JAN.
FEB.
MAR.
APR.
MAY
JUNE
JULY
AUG.
CAR-LOADS
CENTRAL FLORIDA 152.5
NORTHERN FLORIDA 378.0
SOUTHERN TEXAS 126.6
*SOU. CALIFORNIA 373.5
LOUISIANA 1243.0
SOUTHERN MISSISSIPPI 68.0
NORTHERN TEXAS 99.5
CENTRAL CALIFORNIA 1905.0
CENTRAL & SOU. ALABAMA 294.0
CENTRAL MISSISSIPPI 95.5
NORTH & SOUTH CAROLINA 967.3
NORTHERN ALABAMA 100.3
CENTRAL & SOU. ARKANSAS 505.7
TENNESSEE 1571.5
VIRGINIA 779.0
OZARK REGION 748.0
KENTUCKY 84.0
DELAWARE 1374.0
SOUTHERN ILLINOIS 268.2
MARYLAND 1569.3
KANSAS 104.8
CENTRAL COLORADO 41.0
OREGON & NORTHERN CALIFORNIA 277.8
WASHINGTON 327.0
SOUTHERN INDIANA 103.5
NEW JERSEY 248.7
IOWA 21.0
OHIO 15.9
HUDSON VALLEY, NEW YORK 122.0
WESTERN NEW YORK 54.5
MICHIGAN 321.7
CONNECTICUT 105.0
MINNESOTA & WISCONSIN 66.5
OSWEGO DISTRICT, NEW YORK 13.0
NORTHERN COLORADO 19.0
*Southern California season extends to December 1

Strawberry shipments, 1914.

[All numbers which are marked with an asterisk (*) are estimates, based upon the shipments for 1913 and figures furnished for the 1914 crop, previous to its being marketed. Figures for the actual shipments in 1914 from these stations have not been obtained.]

Alabama:	Carloads.
Castleberry section (Apr. 15 to June 1)—	
Castleberry	165.0
Atmore	28.0
Canoe	19.0
Sparta	5.0
Bolling	4.5
Evergreen	1.0
Total	222.5
York section (Apr. 15 to June 1)—	
Cuba	46.0
Livingston	4.5
York	1.0
Total	51.5
Cullman section (Apr. 15 to June 5)—	
Cullman	83.0
Hanceville	16.0
Vinemont	1.0
Madison	.3
Total	100.3
Thorsby section (Apr. 20 to June 1)—	
Thorsby	20.0
State total	394.3
Arkansas:	
Southwest section (Apr. 25 to June 1)—	
Horatio	15.0
Camden	6.0
Belton	4.0
McCaskill	*3.0
Eagle Mills	2.5
Wickes	1.3
Bearden	1.0
Prescott	*1.0
Total	33.8
Judsonia section (Apr. 25 to June 5)—	
Judsonia	252.0
Bald Knob	74.0
Morrilton	37.0
Searcy	36.0
McRae	21.3
Conway	9.3
Bradford	8.0
Pangburn	8.0
Russellville	8.0
Beebe	6.0
Austin	5.0
Plumerville	4.0
Leslie	2.0
Russell	1.3
Total	471.9
Ozark section (May 1 to June 5)—	
Johnson	35.0
Decatur	34.0
Alma	32.0

Arkansas—Continued.	Carloads.
Ozark section (May 1 to June 5)—Con.	
Springdale	32.0
Van Buren	32.0
Dyer	18.0
Farmington	15.0
Rudy	12.5
Mulberry	12.0
Sulphur Springs	10.0
Abbott	8.0
Mount Comfort	8.0
Fayetteville	7.0
Lilburn	7.0
Tonitown	7.0
Garfield	6.5
Highfill	6.0
Gentry	5.0
Gravette	4.0
Lowell	3.0
Steele	*3.0
Healing Springs	2.0
Mountainburg	2.0
Greenland	1.5
Lincoln	1.3
Cave Springs	1.0
Elm Springs	1.0
West Fork	1.0
Hiwassee	.5
Coal Hill	.3
Winslow	.3
Furry	.0
Rogers	.0
Stewart	.0
Total	307.9
State total	813.6
California:	
Los Angeles section (Mar. 1 to Dec. 1)—	
Puente	177.0
Gardena	119.0
Moneta	46.0
Irwindale	17.0
Azusa	14.0
Glendora	.5
Total	373.5
Sacramento section (Mar. 25 to Aug. 15)—	
Florin	249.0
Elk Grove	6.0
Total	255.0
Placer County section (Apr. 1 to June 1)—	
Newcastle	43.0
Bowman	12.0
Loomis	10.0
Sebastopol	9.0
Penryn	2.0
Total	76.0

California—Continued.	Carloads.
Fresno section (Apr. 1 to Aug. 15)—	
Fresno	42.0
Santa Clara-Santa Cruz section (Apr. 1 to Dec. 1)—	
Gilroy, Sargent, Vega	1,010.0
Watsonville	242.0
Alviso	173.0
Mountain View	19.0
Pajaro	17.0
Aromas	14.0
Niles	13.0
Palo Alto	*12.0
Salinas	7.0
Agnew	6.0
San Carlos	6.0
Capitola	4.0
Lawrence	4.0
Irvington	3.0
Menlo Park	2.0
Total	1,532.0
Siskiyou section (May 20 to July 15)—	
Pioneer	31.0
Sisson	2.5
Total	33.5
State total	2,312.0
Colorado (May 20 to Sept. 1):	
Steamboat Springs	19.0
Canon City	12.0
Montrose	12.0
Denver	5.0
Fruita	3.0
Florence	2.5
Longmont	2.0
Grand Junction	1.8
Delta	1.7
Loveland	1.0
State total	60.0
Connecticut (June 15 to July 1):	
Broadbents Siding	60.0
Hamden	24.0
Branford	21.0
State total	105.0
Delaware (May 15 to June 20):	
Selbyville	428.0
Bridgeville	325.5
Frankford	104.0
Millsboro	91.0
Seaford	69.0
Georgetown	56.0
Rehoboth	42.0
Cannon	39.0
Delmar	36.5
Laurel	28.0
Greenwood	22.0
Smyrna	22.0
Dagsboro	20.0
Wyoming	20.0
Lincoln	16.0
Felton	11.0
Hartley	10.0
Woodside	10.0

Delaware (May 15 to June 20)—Contd.	Carloads.
Viola	8.0
Cheswold	4.5
Harrington	4.0
Milford	2.5
Redden	2.0
Clayton	1.5
Hickman	1.0
Farmington	.5
State total	1,374.0
Florida:	
Plant City section (Dec. 1 to Apr. 1)—	
Plant City	88.0
Lakeland	51.5
Dover	6.5
Kathleen	5.5
Bowling Green	.5
Wauchula	.5
Total	152.5
Stark section (Feb. 10 to May 15)—	
Lawtey	178.0
Stark	177.0
Hampton	10.0
Maxville	6.0
Lake Butler	3.0
New River	2.0
Theressa	*2.0
Total	378.0
State total	530.5
Illinois (May 15 to June 20):	
Anna	100.0
Villa Ridge	75.0
Pulaski	36.0
Dongola	24.0
Makanda	17.0
Cobden	6.5
Wetaug	4.0
Ullin	3.0
Richview	2.0
Balcom	.7
State total	268.2
Indiana (May 25 to June 25):	
New Albany	60.0
Borden	30.0
Pekin	11.0
Westville	2.5
State total	103.5
Iowa (June 1 to June 20):	
Keokuk	10.0
Montrose	8.0
Cedar Rapids	3.0
State total	21.0
Kansas (May 20 to June 20):	
Wathena	85.0
Troy	10.0
Leavenworth	8.3
Holton	1.0
Troy Junction	.5
State total	104.8

Kentucky (May 10 to June 10):	Carloads.
Bowling Green	75.0
Middletown	6.0
Kings Mountain	2.0
Louisville	1.0
State total	84.0

Louisiana (Mar. 15 to May 20):	
Independence	412.0
Hammond	294.0
Ponchatoula	240.0
Tickfaw	105.0
Amite	84.0
Albany	66.0
Natalbany	32.0
Roseland	5.0
Corbin	2.0
Genesee	2.0
Brookview	*1.0
State total	1,243.0

Maryland (May 15 to June 30):	
Marion Station	286.0
Baltimore	201.0
Pittsville	200.0
Fruitland	143.0
Goldsboro	74.0
Berlin	58.0
Westover	57.0
Showell	55.5
Princess Anne	50.0
Hopewell	45.0
Crisfield	44.0
Federalsburg	44.0
Whaleysville	41.0
Eden	40.0
Ridgely	40.0
Willards	40.0
Mardela Springs	33.0
Greensboro	27.0
Walstons	24.5
Parsonsburg	18.0
Kingston	10.0
Hebron	9.0
Salisbury	8.0
Loretto	5.0
Snow Hill	5.0
East New Market	4.0
Millington	*2.0
Williamsburg	2.0
Downes	*1.0
Marydel	1.0
Secretary	*1.0
Preston	.3
State total	1,569.3

Michigan (June 1 to July 18):	
Benton Harbor-St. Joseph	225.0
Bridgman	52.0
Bangor	14.0
Sawyer	14.0
Ludington	8.0
Oshtemo	*3.0
Rochester	*2.5
Covert	*1.3
Lacota	*1.3
Paxton	*.3
Watervliet	.3

Michigan (June 1 to July 18)—Contd.	Carloads.
Fennville	.0
Sodus	.0
State total	321.7

Minnesota (June 20 to July 10):	
Long Lake	8.6
Maple Plain	5.0
Howard Lake	1.3
Deer Wood	.5
Cedar Lake	*.3
State total	15.7

Mississippi:	
Gulf Section (Mar. 20 to May 15)—	
Bay St. Louis	5.0
Southern Osyka Section (Apr. 1 to May 15)—	
Osyka	36.0
Sanford Section (Apr. 10 to May 15)	
Sanford	27.0
Lauderdale Section (Apr. 15 to June 1)—	
Russell	29.0
Central Durant Section (Apr. 20 to May 20)—	
Durant	37.0
Madison	18.0
Ridgeland	8.0
West	2.0
Pickens	1.0
Tougaloo	*.5
McAdams	.0
Sallis	.0
Total	66.5
State total	163.5

Missouri (May 15 to June 20):	
Monett	63.0
Anderson	48.0
Neosho	45.0
Sarcoxie	34.0
Logan	32.0
Pierce City	25.0
Republic	23.0
Goodman	20.0
Butterfield	19.0
Purdy	18.0
Seneca	13.0
Aroma	10.0
McElhaney	*10.0
Carthage	8.0
Larussell	*7.0
Verona	6.5
Belfast	6.0
Exeter	6.0
Mount Vernon	6.0
Pomona	6.0
Wheaton	6.0
Lutesville	5.0
Diamond	*4.0
Seligman	4.0
Billings	3.0
Lanagan	3.0
Noel	2.0
Chadwick	1.0
Glenallen	1.0
Granby	1.0
Koshkonong	1.0

Missouri (May 15 to June 20)—Contd.	Carloads.
Marionville	1.0
Stark City	1.0
Richey	.8
Tipton Ford	.5
Wentworth	.3
State total	440.1
New Jersey (May 25 to June 25):	
Port Norris	63.0
Landisville	58.0
Moorestown	35.0
Hammondton	25.0
Vineland	23.0
Cedarville	20.0
Newport	10.0
Egg Harbor City	8.0
Pomona	4.0
Fairton	1.2
Medford	.5
Risley	.5
Winslow	.5
State total	248.7
New York (June 1 to July 1):	
Highland	60.0
Angola	50.0
Milton	38.0
Roseton	21.0
Oswego	13.0
Forestville	4.5
Calverton	3.0
State total	189.5
North Carolina (Apr. 15 to June 1):	
Mount Tabor	152.0
Mount Olive	145.0
Chadbourn	133.0
Rose Hill	95.0
Teacheys	66 0
Clarendon	36.0
Vineland	31.0
Wallace	28.0
Rocky Point	20.0
Abbottsburg	18.0
Bladenboro	17.0
Burgaw	17.0
Faison	16.0
Willard	10.0
Cerro Gordo	9.0
Wards Cut	7.0
Ashton	6.0
Elrod	6.0
Currie	5.0
Montague	5.0
Watha	3.0
Magnolia	2.0
Sanford	2.0
St. Helena	2.0
Warsaw	2.0
Atkinson	1.5
Dudley	1.5
Bowdens	1.0
Calypso	1.0
Clinton	.5
Kittrell	.4
State total	838.9

Ohio (June 1 to June 25):	Carloads.
Waterville	*8.0
Middleport	*4.0
East Rochester	2.0
Rutland	1.0
Dexter	.6
New Carlisle	.3
State total	15.9
Oklahoma (May 10 to June 10):	
Sallisaw	5.0
Muldrow	2.5
State total	7.5
Oregon (May 25 to July 15):	
Hood River	118.0
Free Water	40.0
Milton	23.0
Springbrook	18.8
Troutdale	9.0
Rex	7.5
Salem	6.0
Forest Grove	4.0
Cove	3.0
Dillard	3.0
Lebanon	3.0
Ashland	2.0
Hillsboro	2.0
Newberg	2.0
Union	2.0
Roseburg	1.0
State total	244.3
South Carolina (Apr. 12 to May 25):	
Loris	79.0
Conway	24.0
Adrain	10.0
Sanford	6.0
Homewood	4.0
Allen	3.0
Clarks Hill	1.0
Myrtle Beach	1.0
Lake City	.2
Meriwether	.2
State total	128.4
Tennessee:	
Chattanooga section (May 1 to June 5)—	
Spring City	110.0
Dayton	109.0
Evensville	109.0
Bakewell	36.0
Knoxville	30.0
Chattanooga	24.0
Sale Creek	15.5
Soddy	12.0
East Chattanooga	8.0
Harriman	8.0
Rockwood	6.0
Roddy	5.0
Lancing	2.5
Athens	2.0
Hixson	2.0
Cleveland	1.0
Coulterville	1.0
Total	481.0

Tennessee—Continued.	Carloads.
Dyer-Sharon-Humboldt section (May 1 to June 5)—	
Humboldt	267.0
Sharon	83.0
Currie	72.0
Curve	71.5
Ripley	70.0
Gates	66.0
Dyer	64.0
Kenton	64.0
Medina	56.0
Jackson	52.0
Bradford	39.0
Gadsden	35.0
Halls	27.0
Trezevant	25.0
Bells	23.0
Greenfield	18.0
Rutherford	13.5
Milan	13.0
Dresden	*10.0
Nashville	6.0
Henderson	5.0
Henning	4.0
Trenton	4.0
Gibson	2.0
Fruitland	.5
Bartlett	.0
Total	1,090.5
State total	1,571.5

Texas:	
Alvin section (Mar. 1 to May 15)—	
Dickinson	53.0
Alvin	43.0
Deepwater	9.0
League City	7.0
La Porte	2.5
Webster	.6
Poteet	.5
Total	115.6
Artesian Belt section (Mar. 1 to May 15)—	
Carrizo Springs	11.0
Tyler section (Apr. 1 to May 10)—	
Winnsboro	32.0
Tyler	29.0
Lindale	15.0
Swan	12.0
Chandler	*4.0
Arp	2.3

Texas—Continued.	Carloads.
Tyler section (Apr. 1 to May 10)—Contd.	
Whitehouse	*2.0
Troup	1.5
Jefferson	1.0
Edgewood	.5
Cookville	.2
Total	99.5
State total	226.1

Utah (June 5 to July 1):	
Centerville	*1.0
Farmington	.4
State total	1.4

Virginia:	
Norfolk section (May 1 to June 1)	629.0
Albemarle section (May 1 to June 5)—	
Crozet	4.0
Eastern Shore section (May 5 to June 5)	146.0
State total	779.0

Washington (May 20 to July 15):	
Auburn	102.6
Kennewick	56.3
White Salmon	48.5
Sumner	43.8
Spokane	31.0
Puyallup	19.0
Seattle	6.0
Tacoma	5.0
Underwood	3.8
Kent	3.0
Mabton	3.0
Prosser	3.0
Montesano	1.0
Lynden	.5
Opportunity	.5
Sumas	.0
State total	327.0

Wisconsin (June 5 to July 15):	
Sparta	20.0
Bayfield	17.0
Sturgeon Bay	7.0
Sawyer	3.0
Millston	2.5
West Salem	*1.0
Green Bay	.3
State total	50.8
Grand total	14,553.2

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